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January 18, 2006

FAA

Re.: Docket No. 17005, ADIZ

To Whom It May Concern:

I am a private pilot with an instrument rating and have been flying my own plane from the central New Jersey area, BLM, since 1998. During that time I have accumulated nearly 1600 hours. I am presently flying an SR-22 which I fly solely for pleasure. Almost all of my flying is based on the East Coast.

The ADIZ has affected me in the following ways:

I make frequent trips to either GAI or JYO, both within the ADIZ, to visit family. I always file IFR, even in severe clear weather to avoid picking up a clearance in the air prior to entering the ADIZ. I will not go any other way; I always file IFR.

Prior to the ADIZ, we made frequent trips to CGS to visit Washington DC. It was an easy flight and the subway is very convenient into town. I have looked into procuring the required security clearance to access CGS again, but it is a lengthy process for someone who does not reside in the area. I am not sure it is worth it. Where I presently live I can easily take advantage of all of the cultural aspects of New York City. Instead, we fly elsewhere for weekends.

Speaking of security clearances, it never ceases to amaze me that with CANPASS, when I call to notify customs of my entry into Canada, Canadian customs has associated with my aircraft registration all my information and my husband's. It is a breeze. I do not know why, if the government is so concerned with small aircraft, there cannot be a security clearance issued for the aircraft, its owner and family.

Since the establishment of the ADIZ, we finally flew into Dulles this fall for the first time. The disadvantage is that it is more difficult and expensive to access DC. Also, instead of small FBO making money on me from fuel and tie-downs, it is Signature or Piedmont making more money from us little guys. Although flying into Dulles is easy, isn't it to ATC's advantage to keep us little guys populating the small airports when we can?

Prior to the ADIZ we also would frequently fly friends to W29 for lunch. It is a great lunch spot. Immediately after the ADIZ, I filed IFR out of my home airport on a severe clear day, which was the procedural requirement at that time. When I tried to pick up a

clearance to return home, I dialed for 30 minutes to get through. I decided it just was not worth it so I did not return to W29 until last month. With the new procedure in effect for W29, I used flight flowing both ways instead of an IFR clearance. This was a definite improvement. This has to be less work for everyone in the system. I would definitely go back for lunch.

What astounds me is the paranoia of our DC law makers compared to New York City. As someone who lived in the closest apartment building to the World Trade Center, which had its windows blown out and was a recipient of body parts and airplane fuselage, I have no fear of an airplane plowing into another building in New York City. As we all know, small planes are not going to knock down buildings, as demonstrated by that poor confused kid who flew into a building in FL. What furthermore amazes me is that I can fly up and down the Hudson corridor without a clearance at 1000 feet. The corridor was reinstated shortly after 911 and no pilot has ventured into a New York City building yet. I guess however, I need to consider that given the way politicians are presently running the country, I as a politician might also fear for my life.

In summary, there have been a lot of lost revenues for all aircraft associated business within the ADIZ. Unfortunately, most of them are very small shops. Many of us prefer not to deal with the hassle and go elsewhere for the \$100 hamburgers or the weekends away from home. And for what; concern that a small airplane will try to harm a building within the ADIZ. It is all rather silly.

Sincerely,

Diane L. Rohman